

OUR PUBLIC MEN
PRAISED BY BRYCEProgress Desired by Them,
Says Ambassador.

WISH TO REMOVE EVILS

Mr. Choate Sees a "Disease of
Legislation" in Nation.Diplomats Speak Before New York
Bar Association—One Compliments
America on Spirit and Ambitions
Efforts, While Other Points Out
Weaknesses—Choate Corrects Mis-
apprehension About The Hague.

New York, Jan. 24.—Members of the New York State Bar Association, who gathered here to-day to attend the thirty-first annual meeting of the body, heard the president of the association, Joseph H. Choate, detail for the first time since his return from abroad the work in which he participated at The Hague conference, which adjourned in October. At the annual public meeting in the evening, held at Carnegie Hall, James Bryce, the British ambassador, delivered the customary address, choosing as his subject "The methods and conditions of legislation."

The State Bar Association broke with its established custom of holding its annual meetings in Albany, and to-day's session and the one which is to follow to-morrow took place in the general assembly room of the Bar Association of the City of New York, at the club, 42 West Forty-fourth street. Over a hundred delegates from all sections of the State were in attendance at to-day's session, and when Mr. Bryce spoke at Carnegie Hall in the evening seats were at a premium.

Mr. Choate, before he introduced the speaker, said:

"I have had the librarian of the Bar Association look up for me some statistics of legislation in this country during the past two years. He tells me that for the years 1906 and 1907 the total legislation of Congress and the State legislatures is represented by no less than 25,446 acts and 1,378 resolutions. That would indicate that we are suffering from a disease of legislation."

Mr. Choate then introduced Mr. Bryce.

Mr. Bryce speaks.

"Never, I think, since the close of the civil war," said Mr. Bryce, "has there been among the best citizens of the United States so active a public spirit, so warm and pervasive a desire to make progress in removing all such evils as legislation can touch. Never were the best men, both in our legislatures and in the highest executive posts, more sure of sympathy and support in their labors for the commonweal."

In opening his address, the speaker called attention to the present status of legislation in the United States and the several governments of Europe. He said:

"The immense increase in the volume of legislation during the last half century, is one of the salient features of our time. Various causes may be assigned for it. It may be due to the swift changes in economic and social conditions, which have called for new laws to deal with these new facts."

"Feminists may ascribe it to the spread of new evils, or the increase of old evils, which the state is attempting, by one expedient after another, to repress. Or the optimist may tell us that it is an evidence of that reforming zeal, which is resolved to use the power of the state and the law for extirpating ancient faults and making every one happier."

After differentiating between parliamentary enactment in England and the special enactments of the government council, the speaker discussed the requisites of statutory law in any country, both as to form and substance. He said:

Statute Should Be Concise.

"As respects form, you, as lawyers, know that a statute ought to be clear, concise, consistent. Its meaning should be evident, should be expressed in the fewest possible words; should contain nothing in which one clause contradicts another, or which is repugnant to any other provision of the statute law, except such provisions as it is expressly intended to repeal."

"To secure these merits two things are needed, viz: That a bill, as introduced, should be skillfully drafted, and that pains should be taken to see that all amendments made are also properly drafted, and that the wording is carefully revised at the last stage and before the bill is enacted. The former is, in England, pretty well secured by the modern practice of having all government bills—these being the most important and the large majority of those that pass—prepared by the official draftsman, called the parliamentary counsel to the treasury."

"If the form is not always satisfactory, that is due not to his fault, but to parliamentary considerations, viz: The need for putting measures into shape, which makes it least difficult to run them through Parliament. As respects amendments in committee and final revision, our English procedure is not satisfactory. There ought to be some means of correcting, before a measure finally passes, those inelegancies, redundancies, and ambiguities which the process of amending in committee usually causes."

Mr. Bryce summed up the merits and deficiencies of the English provisions for initiating and carrying through legislation, and turned to American needs, saying:

Things He Cannot Discuss.

"Whether it is possible to establish in this country consistently with the provisions of the Federal and the State legislation, any statement by which the executive can be rendered more helpful to the legislature or by which legislatures can be more completely organized for the purposes of legislation, with a more authoritative leadership, are questions on which I can pass no opinion."

"As in British legislation promptitude of action and concentration of power have

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PROTEST AGAINST SOCIALISM.

English Union Leaders Oppose Use of
Funds by Labor Party.

London, Jan. 24.—The leaders of the trades unions continue their declarations against the Labor Party's adoption of socialism, foreseeing that it involves the turning over of the union funds for the use of the socialist propaganda.

Mr. Bell, M. P., secretary of the Amalgamated Society of Railroad Servants, says that his union contains men of all parties, and its funds ought not to be devoted to the promotion of socialism, any more than to the promotion of liberalism or conservatism.

He is convinced that the bulk of the railway men have no sympathy with socialism as utilized by the resolution adopted by the labor congress.

Mr. Haslam, M. P., and Mr. Harvey, M. P., representing the Derbyshire miners, strongly oppose trade union funds being placed at the disposal of the socialists.

E. O. Greening, founder of the co-operative movement in Great Britain, says he is convinced that socialism's dominance in the labor party will wreck trade unions.

The trade union leaders generally point out that the trade unions furnish nearly all the money for the support of the labor party and consequently they are entitled to decide upon the policy to be adopted. One anti-socialist labor member of Parliament appeals to Mr. Burns, the well known labor leader and president of the local government board, to leave the cabinet and rescue trade unionism.

BEN TILLMAN AGREED.

Rockefeller Thinks Roosevelt Made a
Mistake, So Does Senator.

Atlanta, Jan. 24.—John D. Rockefeller and Senator Ben Tillman were principals in a lively discussion at the time of the former's recent trip to this city.

Senator Tillman boarded the train in South Carolina, and was introduced to Mr. Rockefeller by a railroad official. Hard times, the money situation, railroads, and Roosevelt were discussed.

"I think," said Mr. Rockefeller to Tillman, "that Roosevelt made a grave mistake. If he knew abuses existed and he wanted to correct them, he could have gone about it without causing all this agitation and feeling of distrust."

"I hope the people will see after a while that this agitation only hurts them. I can get along all right."

Senator Tillman seemed deeply interested in Mr. Rockefeller's remarks, and when he reached his station bade him a warm good-bye.

GOES TO RANSOM MacLEAN.

British Consul Has \$100,000 to Be
Paid to Ransom.

Tangier, Jan. 24.—The British consul has gone to Larache with the ransom money, said to be \$100,000, for the release of Gen. Sir Harry MacLean from the hands of the bandit chief Raisuli. A settlement is expected next week.

Gen. Sir Harry Aubrey de MacLean, chief of staff of the army of Morocco, was captured by the brigand leader Raisuli about July 1 last. His capture was due to a characteristic act of treachery. He went out with a small escort, under supposed safe conduct, to negotiate with the tribal chieftains in the Djebel Beni Hassan, a range of mountains in the neighborhood of Tetuan.

He has been a prisoner ever since, but has been well treated. Raisuli's demands for ransom have varied from \$200,000 or \$300,000 down to \$100,000 in cash, besides all sorts of immunities for his depredations and sundry high political and military offices.

Cald MacLean is sixty years old. His father is still living in England at ninety-five years. He has several sisters and brothers, the latter in the English army and the consular service. The chief of his wife, formerly Miss Elizabeth Coe, in 1905. He has several children, whom he has kept in Gibraltar. He started in life as an officer in the Sixty-ninth Infantry (British) and went to Morocco about 1878. He was made a knight commander of St. Michael and St. George in 1901. He has recently bought an estate in Norfolk, England.

ROYAL PORTRAITS STOLEN.

Three Miniatures on Ivory of King
Edward's Daughters Gone.

London, Jan. 24.—Three miniature portraits of the daughters of King Edward—the Princess Royal, Duchess of Fife, Princess Victoria, and Princess Maud (Queen of Norway)—have been stolen by burglars from the studio of the artist Henschel at Norwood, where engravings were being made from them. The portraits, which are on ivory, are valuable as works of art. It is feared that they may be destroyed, as it is most likely that they were stolen for their solid gold frames.

EXPRESS COMPANY FINED.

Rate Judge of Wilmington Has a
Local Manager Punished.

Wilmington, Del., Jan. 24.—Charging the Adams Express Company with having excessive rates City Judge Cochran to-day imposed a fine of \$20 and costs on Clarence H. Morris, the local manager of the company, and also held him in \$1,000 peace bond.

Morris was represented by John Briggs Morris was arrested on complaint of the judge, who said he had a package which was being held by the company an unreasonable long time. The company officials would give him no satisfaction and he construed this as an act of disorderly conduct.

SOLD STAMPS TOO CHEAP.

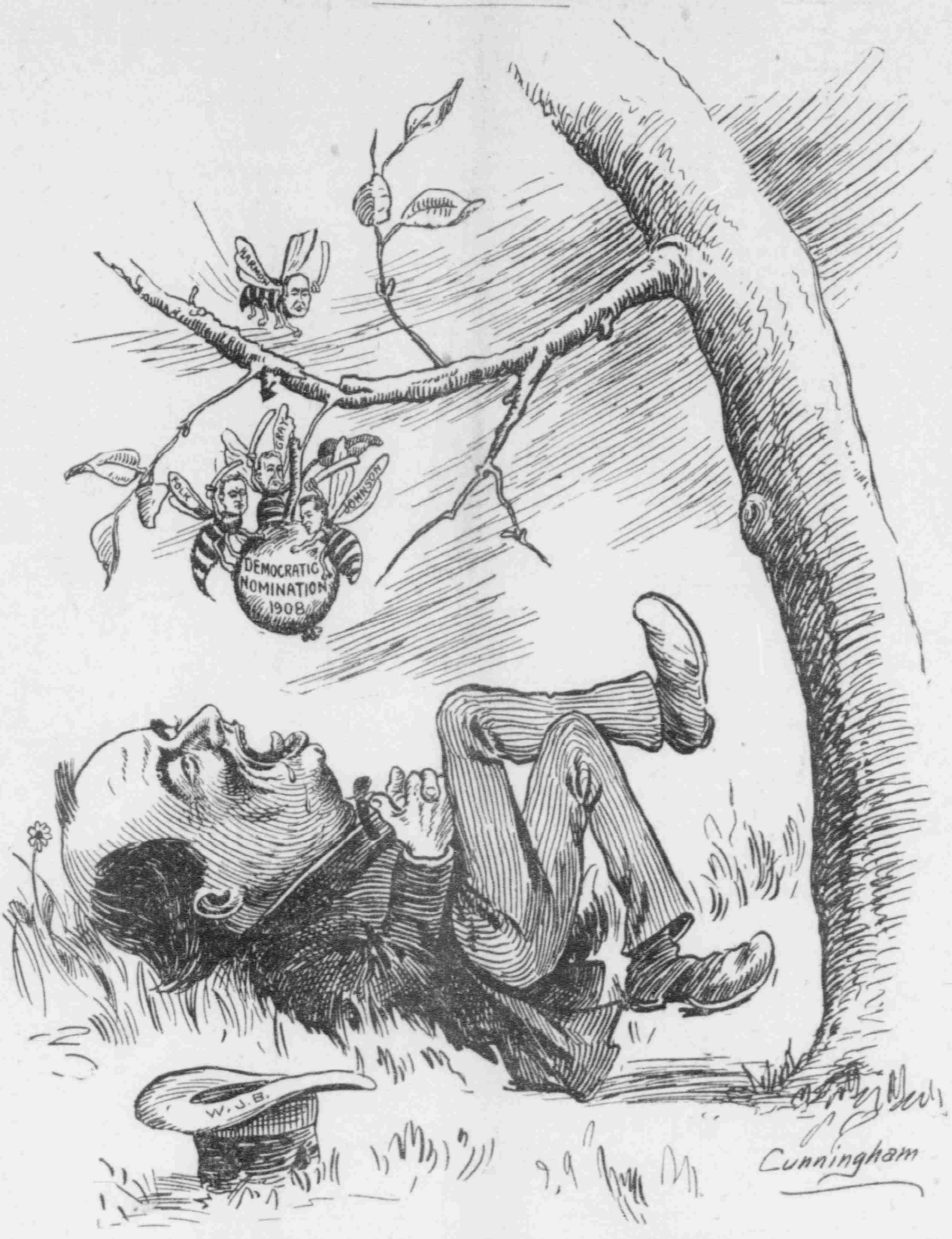
Two Men Arrested on Charge of
Having Robbed Post-office.

Lyons, N. Y., Jan. 24.—Two men, whose names have not been learned, were arrested here to-day on suspicion of having been concerned in the robbery of post-offices at Port Byron, Manchester, and other towns in this section of the State.

Suspicion was directed to the men because of their efforts to dispose of a large number of postage stamps, which they offered for sale at the rate of \$5 worth for \$2. When they were taken into custody and searched the police found a great many books of postage stamps and a complete outfit for safe-blowing.

\$1.25 to Baltimore and Return.
Every Saturday and Sunday via Pennsylvania Railroad. Tickets good returning until Sunday night. All regular trains except "Congressional Limited."

WAITING FOR IT TO DROP.



TAFT HONORED GUEST

Yale Alumni Hears Address
by War Secretary.

CAREFULLY AVOIDS POLITICS

Says China Will Show Friendly Feel-
ing Toward America Since This
Nation Returned a Part of the
Boxer Indemnity—College Men Find
Places in Present Administration.

Orange N. J., Jan. 24.—Secretary of War William H. Taft was the guest of honor to-night at the twenty-fifth annual dinner of the Yale Alumni Association of Essex County. He was cheered and welcomed by 300 Yale men, eight of whom were members of his own class of '78, of the university. Mr. Taft left most of his politics in Washington, and, so far as Presidential candidacy was concerned, he side-stepped them entirely.

"I have had the distinguished honor," said Mr. Taft, after expressing his pleasure at meeting so many Yale men, "of sitting next to, and meeting, my old friend, the governor of New Jersey. He was once a member of the Supreme Court and I was once a justice of the Supreme Court, and the last time he and I met we discussed the judiciary and the beauties of judicial life, and we agreed that a man was a fool to seek any other place in which to make himself useful."

Fort Sets Good Example.

"Now I observe that you have found the bench a good place to find an excellent executive. I venture to think that is a good example. If you could have heard him express himself on the delightful, philosophical, contemplative life of the judiciary; if you could have heard him emphasize the nervous strain of the executive life you would understand the sacrifice he has made in becoming governor."

Mr. Taft went on to speak of finding Yale men at various places on his recent round-the-world trip. Of China he said:

"The truth is, China is undergoing a transformation. The Empress Dowager is a progressive woman and is looking for men to lead the nation on. We got them to agree to pay an indemnity and we found it was too much money, so having found that out we agreed to return some of it, and we hope China will conclude that that indemnity shall be expended on the education of her sons in America, and if it is it will have a greater effect than will the education of any other nation, because the educated man is recognized in China as the proper leader."

China Friendly to Us.

"The Chinese recognize that America does not covet their territory, but is simply seeking their trade on the same basis as other nations. It has taken them some time to find this out, but the return of the indemnity has helped them to find out that America can be trusted with concessions better than some other nations."

"It seems to me that college men are taking a greater part and are taking more interest in public life to-day than ever before. In the present administration at Washington there are many more Yale and Harvard and Princeton and Williams graduates than there were fifteen years ago. Some of them are members of the cabinet."

Taft to Speak in Columbus.

Columbus, Ohio, Jan. 24.—Announcement is made to-day that Secretary Taft will speak here at the board of trade banquet the evening of April 3. Mr. Taft will be accompanied by John H. Edwards, Assistant Secretary of the Treasury. John Y. Bassell, secretary of the board of trade, has just returned from Washington, where he secured the promise of Mr. Taft.

Violets, 50c Per Bunch.
Best carnations, \$1 per bunch.
Blackstone, 14th and H sts. nw.

REVOLUTION IS SPREADING.

Rebel Haitians Making Great Gains in
the Island.

St. Thomas, Jan. 24.—Advises from Haiti are to the effect that the steamer Vortigern, chartered by Gen. Firmin and his party of revolutionists, effected a landing at Mole St. Nicholas. It is asserted that the revolutionists are succeeding, but details are lacking.

Mr. Furness, American Minister at Port au Prince, Hayti, yesterday sent a cablegram to the State Department, saying that Port de Paix had been taken by the revolutionary forces, and that the officials in that city had sought refuge at the American consulate.

This dispatch indicates that the revolution is spreading along the north shore of the islands.

No word has been received from Commander Marvel, of the gunboat Eagle. It is supposed he has left St. Marc for the north shore of the island. The gunboat Paducah, ordered to Haiti, will leave New Orleans this morning. She will probably reach the Haitian coast in four or five days.

WILL NOW SUE HARRIMAN

Prosecution Aimed at Union and
Southern Pacific Merger.First Official Admission—Matter Taken
Up at White House Conference.
Waiting for Severance.

The suit about to be instituted by the Federal government against the alleged merger of the Union Pacific and Southern Pacific lines will be based upon the report of the Interstate Commerce Commission of last July.

This statement was made informally by Attorney General Bonaparte yesterday, and formed the first official admission that the government contemplates a suit against the Harriman lines, although such action has been generally expected for some time.

After the report of the Interstate Commerce Commission was made, giving details of the alleged merger, the matter was taken up at a White House conference. Mr. Bonaparte said yesterday, and an investigation by the Department of Justice followed. Matters have been delayed recently by the absence in Europe of C. A. Severance, one of the special counsel.

Mr. Severance has now returned to this country and will be in Washington within a few days for a conference.

The action to be instituted by the government will probably be similar to that which was successfully prosecuted against the Northern Securities Company, the holding corporation of the Great Northern, Northern Pacific, and Burlington roads early in President Roosevelt's administration.

LISBON LEADERS ARRESTED.

Cabinet Meetings Held Following
Capture of Several Republicans.

London, Jan. 24.—The Central News correspondent at Lisbon telegraphs that the arrest of several leaders of the Republican party has been followed by hurried consultations of cabinet ministers.

The King was present at most of these meetings.

New Day Train to Pittsburg
With Pullman drawing-room parlor car, via Pennsylvania Railroad. Leaves New Union Station, Washington, at 10:10 a. m. and arrives Washington at 8 p. m. No change of cars. Dining car from Harrisburg.

FEAR FOR STEAMERS

Norfolk Anxious Over Two
Old Dominion Liners.

MAY HAVE COLLIDED IN STORM

Princess Anne and Jamestown
Should Have Passed Off Maryland
Coast, but Neither Has Been Heard
from—Should Have Reached Port
Hours Ago—Wind Still Blowing.

Norfolk, Jan. 24.—The Old Dominion steamship Jamestown, from New York to Norfolk, due to arrive at Cape Henry at 8 o'clock this morning, has not been reported at 11 o'clock to-night, and it is feared that some mishap has happened to the vessel. A sixty-mile gale blew at Cape Henry during the day, and doubtless it was much harder at sea.

It develops to-night that the Old Dominion liner Princess Anne, which left here for New York at 7 o'clock last night, is also missing. The vessel should have arrived in New York at 3 o'clock this afternoon.

The wireless land stations here, and also the wireless operator on the Jefferson, now bound for New York, are trying to get some tidings from the Princess Anne.

The Princess Anne and the Jamestown should have passed each other at 3 o'clock this morning. It is regarded as barely possible that they collided in the blinding storm an afternoon which must have been blowing at the time.

Much anxiety is felt for the safety of the ships. The wind is still blowing a gale, but the clouds have disappeared and the air is clear.

E. E. EASTON IN ACCIDENT.

Badly Bruised When Thrown from
Rapidly Moving Train.

Edward D. Easton, president of the American Graphophone Company, and a resident of this city for many years, on Thursday fell from a rapidly moving train near Hackensack, N. J., where he owns a country home.

The train had just left the station. Mr. Easton, in company with a business associate, William Morse, tried to pass from one car to another. Mr. Morse got over safely. The train struck a curve as his companion stepped on the platform, throwing him with great force between the two cars. The train was stopped. Mr. Easton was badly bruised, with a deep cut on his head. His injuries are not dangerous.

WANTED BY BRITISH COURTS.

Man Working Under Alias in Los
Angeles Charged with Fraud.

Los Angeles, Jan. 24.—The police made public a statement yesterday concerning William Watson, an English potter manufacturer, said to be wanted on a charge of defrauding English insurance companies out of \$5,000.

According to the statement, Watson, who has been working as an engineer in this city, under an assumed name, has confessed his identity and admitted that in July, 1906, at which time he was supposed to have been drowned while bathing at an English watering place, he made his way to America.

It is charged that one insurance company paid to Watson's wife a policy of \$1,000, and another for \$5,000 was paid to a Mrs. Lambert, who has since died. It is said that a letter written to Mrs. Lambert, and found among her effects, led to the suspicion that Watson was not dead, and resulted in an investigation by the insurance companies. Watson has not been arrested, as the police are awaiting extradition papers.

A la Carte Lunch Served Daily
At Eckstein's from 12 to 2. 1412 N. Y. ave.

AFFECTION WORTH \$1,500,000.

Batonyi Charges Alienation of Mrs.
Burke-Roche's Love.

New York, Jan. 24.—Aurel Batonyi has filed several suits for damages aggregating \$1,500,000, alleging alienation of his wife's affections.

Mrs. Batonyi was formerly Mrs. Burke-Roche. She obtained a divorce from her first husband, a well-known Englishman, some time ago.

In his suit Batonyi charges specifically Frank Work, the millionaire father-in-law of Batonyi; J. Henry Work, Frank K. Sturgis, and Mr. and Mrs. Peter Cooper-Hewitt with conspiracy to deprive him of his wife.

Suits are also instituted separately against Frank Work and against Frank K. Sturgis, as archconspirators.

In each of the three actions he makes claim for \$500,000 damages.

It is said that Batonyi, in his coming fight to regain his wife, will make some startling revelations of the things prevailing in the fashionable set at Newport.

CARNEGIE TO CONTRIBUTE.

Promises \$200,000 to Berea College
When \$250,000 Is Raised.

New York, Jan. 24.—The trustees of Berea College, Kentucky, had from Andrew Carnegie to-day a promise to contribute \$200,000 to the endowment of that institution.

The Kentucky legislature has passed a law making the education of whites and negroes at the same college illegal. William G. Frost, president of the Berea College, accordingly set aside \$200,000 of its endowment fund to maintain a separate school for the negro students.

To put both schools on a good financial footing, \$500,000 is needed. When half of this has been raised, Carnegie has promised to contribute the \$200,000.

Berea College was founded in the mountains of Kentucky by anti-slavery Southerners in 1865. In reconstruction times the institution was in a position to admit negro students, and a large number of negro teachers in Kentucky and adjoining States received training there.

EUROPE WILL PROTEST.

Objection to Be Raised to America
Withdrawing From Cuba.

Havana, Jan. 24.—It is rumored that some of the European powers have protested against the premature withdrawal of the Americans from Cuba. Gov. Magoon denies knowledge of any such protest.

Gov. Magoon will go to Matanzas to-morrow to visit Provincial Gov. Lecona. He will return Sunday and embark Monday on a revenue cutter, which will take him to Tampa, where he will proceed to Washington. Col. Crowder, Capt. Ryan, and Maj. Marti will accompany him. Mr. Steinhardt, formerly consul general here, is also going to the United States, but not with Gov. Magoon.

INDICTS HARVESTER COMPANY.

Kentucky Grand Jury Finds Bill
Against International Concern.

Frankfort, Ky., Jan. 24.—The Franklin County grand jury to-day indicted the International Harvester Company on the charge of combining and conspiring with the Deering, McCormick, Osborne, Champion, and other harvester companies.

It is charged with trying to control and regulate the prices on harvesting machinery.

WILL PAY FOR THEIR FUN.

U. of P. Sophs Must "Pass the Hat" to
Reimburse Kugler.

Philadelphia, Jan. 24.—As an aftermath of the University of Pennsylvania students' riot last night at Kugler's restaurant, in Chestnut street, above Broad, the members of the sophs' class are taking up a collection among their fellow-students to "make good" to the owners of the cafe the damage done. It is a case of "pass the hat" for the damage in broken china, bric-a-brac, spoiled linen, and furniture wrought by the sophs, when they tried to break up the freshmen's dinner, exceeds \$200, which is the total assets of the class.

To give the students an opportunity to "make good," Magistrate Scott to-day held the four students who were arrested at Kugler's under \$500 bail each for a further hearing on January 31. The students are all sophomores. They are Harry Braddock, John Thomas, and Samuel McCreary, all of whom gave their address as Houston Hall, and Alfred Miller, who, when arrested last night, gave the name of Moore. He lives at 23 South Thirty-fourth street.

PHILADELPHIA IS SNOWBOUND.

Ten Inches Fall in City—Train Service
Is Crippled.

Philadelphia, Jan. 24.—Borne on a gale of wind, two snowstorms, one from the west and the other from the south, met over Philadelphia last night and have the city in their grasp. The meeting of the storms caused almost a blizzard. Ten inches of snow lay on the ground at noon to-day.

Train service on the Atlantic City and Cape May divisions of both the Pennsylvania Railroad and the Philadelphia and Reading Railroad was at a standstill this morning, and electric trolleys from Atlantic City due at 11:35 and 12:30 o'clock last night did not arrive until this morning. Telegraph service was also badly crippled.

The storm tied up many vessels on the Delaware River and delayed all shipping to and from this port. Communication with the Breakwater was cut off for awhile.

THREE MILLIONS TO SCHOOL.

Miss Lydia Bradley Endows Polytech-
nic Institution She Founded.

Peoria, Ill., Jan. 24.—The will of Mrs. Lydia Bradley disposes of an estate valued at \$3,000,000. Almost the entire property goes to the support of the Bradley Polytechnic, which she established. At its present valuation it will yield the institute \$90,000 a year.

Mrs. Bradley left only \$5,000 to be divided among the children of her brothers and sisters, who will institute suit to annul the will, charging undue influence was exerted on Mrs. Bradley. In the will paper Mrs. Bradley left \$50,000 to these heirs, but in a codicil she reduced the sum to \$5,000.

Make Your Money Earn
Money for you. Open an account with Union Trust Company, 15th and H sts., where your deposits will earn interest and will be subject to check. Gov't control.

COAST STORMSWEPT,
SHIPPING IN DANGERWind Reaches Velocity of
72 Miles an Hour.

LITTLE DAMAGE HERE

Car Traffic at a Standstill in
Many Northern Cities.

One Storm from the Lake Regions
Meets Another from the South
Somewhere Near Chesapeake Bay.
New York Transportation Lines
Among the Worst Sufferers—Liners
Are Unable to Pass Sandy Hook.

The entire Atlantic Coast, from New England southward to Florida, struggled for a few hours, beginning late Thursday night and lasting through part of yesterday, with a blizzard and windstorm combined that blew in some localities at a rate as high as seventy-two miles an hour.

In Washington the storm did little damage, although there was the usual delay in street-car traffic incident to such an unusual fall of snow.

The chill wind which accompanied the snow and the icy pavements, which caused several bad falls, were the only other unpleasant features of the first day of real winter that this city has experienced this season.

The storm seems to have originated from two smaller affairs, one of which started out over the Lakes, and the other of which came from off Hatteras. They met somewhere near Chesapeake Bay, and after doing considerable damage, flowed off to sea.

The greatest damage so far reported, aside from the customary tie-up in telegraph and telephone communications, which was but little felt here, was to the transportation lines. In several cities of the East, street car traffic was at a standstill for many hours, while several steam roads suffered in delayed trains and stalled engines for many hours.

The storm was quite severe in the South, and in addition to an unusually low temperature, the high velocity of the wind caused some damage, especially in out-bound seagoing vessels. Not a ship was able to leave the port of New York for many hours yesterday on account of the wind and the choppy sea, and in other parts of the coast similar conditions confronted the skippers of all sorts of seagoers from the big liners to the coastwise boats.

Late last night the wind had died down, and as the snow had ceased falling hours before, the storm is believed to have spent itself and departed for mid-ocean. To-day will likely be bright and clear, and no further damage is expected.

New York, Jan. 24.—The nine inches of snow that had arrived by early morning tied up all surface traffic in and around Greater New York pretty thoroughly during the day, and even at nightfall, when the elevated and steam railroad lines had struggled back to nearly normal conditions, the surface cars in all the boroughs, hampered by stalled trucks and fallen horses, were still crawling along on a hit-or-miss schedule.

The early morning rush to New York was brought to a standstill by the trouble of the Brooklyn Rapid Transit System and the Long Island Railroad. The railways in New Jersey, the New York Central and the New York, New Haven and Hartford, were running behind schedule. Some unusual drops of temperature were reported in the far South. Down in Jacksonville, for instance, there was a fall of twenty-two degrees, the mercury reaching two degrees below the freezing point.

Not a Vessel Comes In.

Between sunrise and sunset to-day, for the first time in many years, not one vessel, deep sea or coastwise, coming in by way of the Hook, dropped anchor in quarantine. The Mendoza, a new twin-screw, which arrived on Thursday night from the Mediterranean, was forced to wait until late this afternoon for the health officer to clear her, the water off the station being too rough to permit boarding.

A few minutes after sunset the Hamburg-American liner Graf Waldersee, which had been at anchor all night outside the Hook, came into quarantine, was inspected, and passed on to her dock in Hoboken. In company with her in the snow outside were the Adriatic, giantess of the White Star fleet; the big President Lincoln, of the Hamburg-American Line, and the Friedrich der Grosse, of the North German Lloyd fleet. The Adriatic, which had driven the tide below its normal height at low water in the afternoon, and the pilots of the deeper ships decided not to risk grounding and stayed outside until the tide began to rise.

The Adriatic, which had been reported off the Hook by wireless early in the morning, passed in at 8 o'clock to-night from the open sea, where she had gone rather than tug at anchor off the bar. She will come up to dock to-morrow morning. The President Lincoln and the Friedrich der Grosse remained outside.

The stanchions and rails of all the quarters of big ones were ice and snow crusted, and every stay and shroud was thrice its normal thickness with the white rope yarn spun by the storm.

In Brooklyn the worst tie-up was on the Brighton Beach line, which was entirely out of commission from 3 o'clock until 11 in the morning. On the Williamsburg Bridge all the cars were stalled for seven hours, beginning at 2 a. m., and the stormbound passengers got up a small riot by way of diversion.

Subway Saves Situation.
In Manhattan the subway saved the situation. On the elevated lines there were long delays and a broken schedule during the morning, caused by ice on the contact rail.

It was the street cars, especially on the cross-town lines, which suffered most. The forces from the snow-removal bureau did not seem to make much